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imagery analysis report

Major Expansion At Zhanjiang Shipyard North, China (S)



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MAJOR EXPANSION AT ZHANJIANG SHIPYARD NORTH, CHINA (S)

1. (S/D) Zhanjiang Shipyard North [] China, has been enlarged significantly during the past decade. As China's South Sea Fleet (SSF) grew, a need developed for a large facility within the fleet area for the service and repair of a variety of naval vessels. Zhanjiang was selected for this purpose. As a result, an active program of expansion and development at this facility has been underway since 1972. When this program is complete, Zhanjiang Shipyard North will have undergone a transformation from a minor ship repair facility to the largest ship repair yard in the SSF. This is the first hard-copy report detailing this major expansion. Imagery used in this report covers the period from October 1966 through January 1982. Included in the report are three annotated photographs and one map.

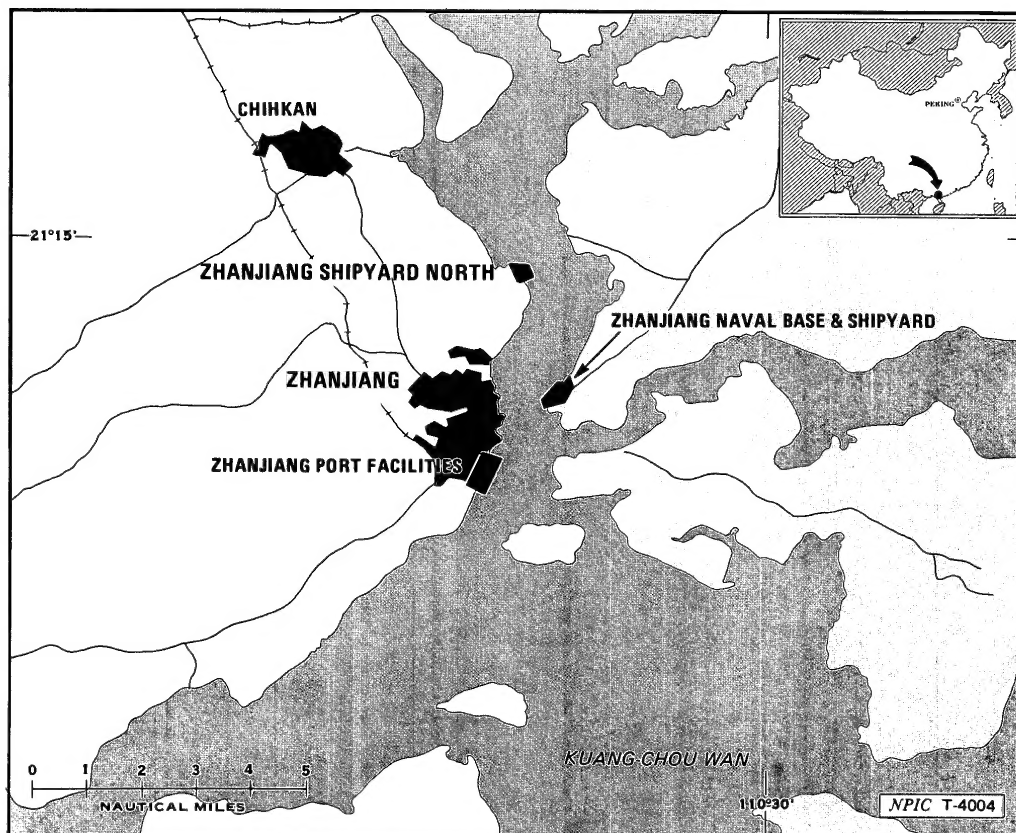
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2. (S/D) Zhanjiang is in southern China on the east coast of the Leizhou Peninsula, approximately 250 nautical miles southwest of Hong Kong (Figure 1). Two important facilities close to Zhanjiang Shipyard North are Zhanjiang Port Facilities []—a commercial port that occasionally handles military cargo—and Zhanjiang Naval Base and Shipyard []—headquarters for China's SSF and home port for several of its major surface combatants. Initially constructed in 1960, the naval facilities at Zhanjiang were among the first major construction projects attempted by the Chinese after the defeat of the Nationalists in 1949.

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3. (S/D) The shipyard, divided into four areas (Figure 2), consists of the central repair area (containing the original shipyard), where expansion activity began in 1972; the northern repair area, where expansion began in 1977; a current landfill area, which will provide space for future facilities; and an onsite construction support area, which contains a concrete caisson fabrication facility, a marine railway/transverser system, and two traveling gantry cranes used for transporting the caissons to the water. (Concrete caissons are used in the construction of quays and other large port and shipyard berthing and repair facilities.)

4. (S/D) Expansion began in the central repair area (Figures 2 and 3) in 1972. By 1974, the launch basin and a launch platform on an end-haul marine railway were complete. By 1975, A transverser and eleven 71-meter-long repairways were complete, replacing four old marine railways. By late 1980, two three-bay fabrication/repair buildings had been built, and a third building similar to these is now nearly complete.

**FIGURE 1. LOCATION OF ZHANJIANG SHIPYARD NORTH, CHINA**

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5. (S/D) In December 1980, a Romeo-class submarine was identified on one of the 11 repairways. This identification provided the first confirmation of Zhanjiang's capability for submarine repair. Previously, these vessels, when needing repair, traveled to Yulin Ship Repair Yard [] or to Huangpu Naval Base and Shipyard [] each having only one graving dock available for submarine repair and maintenance.

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6. (S/D) In October 1975, construction for a graving dock was begun south of the repairways (Figures 2 and 3). The nearly complete dock is large enough (210 meters long by 33 meters wide by 12 meters deep) to accommodate China's largest combatants or auxiliaries. Near the graving dock, a large, landfilled area has provided a base for a new 280-meter-square quay built into the bay (Figure 3). The new quay has significantly increased the berthing space at Zhanjiang. South of the quay and graving dock, a new finger pier—118 meters long and 11 meters wide, with a launch ramp on each side—was built in 1978.

7. (S/D) Construction of the northern repair area (Figure 4) was begun adjacent to the north side of the original shipyard in mid-1977. Like the new quay in the central repair area, this addition was constructed on landfill. The northern repair area includes an offshore wharf, an end-haul marine railway, and a transverse with seven 71-meter-long repairways. In addition, two probable administration/operations buildings, one probable foundry, and several probable machine/workshops are nearly complete. New housing and mess facilities to provide support for repair technicians and ships' crews are nearly complete.

8. (S/D) Over the past decade, the expansion of Zhanjiang Shipyard North has more than doubled the repair capability of the SSF. The expansion and development of these repair facilities have decreased the need for SSF vessels to transit to the East Sea Fleet for maintenance and repair. Also, the excessive workload of the repair facilities in both fleet areas has been lessened.

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REFERENCES

IMAGERY

(S/D) Selected satellite imagery acquired from October 1966 through January 1982 was used in the preparation of this report.

MAPS OR CHARTS

DMA. US Air Target Chart, Series 200, Sheet 0615-18, scale 1:200,000 (UNCLASSIFIED)

(S) Comments and queries regarding this report are welcome. They may be directed to [] Asian Forces Division, Imagery Exploitation Group, NPIC, []

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